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*Washington, Tuesday, November 10, 1936*

**PRESIDENT OF THE UNITED STATES.**

**EXECUTIVE ORDER**

**AUTHORIZING THE SPECIAL COMMITTEE TO INVESTIGATE PRODUCTION, TRANSPORTATION AND MARKETING OF WOOL, UNITED STATES SENATE, TO INSPECT INCOME, PROFITS, AND CAPITAL STOCK TAX RETURNS**

By virtue of and pursuant to the authority vested in me by section 257 (a) of the Revenue Act of 1926 (44 Stat. 9, 51); section 55 of the Revenue Act of 1928 (45 Stat. 791, 809); section 55 of the Revenue Act of 1932 (47 Stat. 169, 189), as amended by section 218 (h) of the National Industrial Recovery Act (48 Stat. 195, 209); section 215 (e) of the National Industrial Recovery Act (48 Stat. 195, 208); section 55 (a) and section 701 (e) of the Revenue Act of 1934 (48 Stat. 680, 698, 770); section 105 (e) of the Revenue Act of 1935 (49 Stat. 1014, 1018); and section 55 (a) of the Revenue Act of 1936 (Public No. 740, 74th Congress), it is hereby ordered that income, profits, and capital stock tax returns made under the Revenue Act of 1936, the Revenue Act of 1935, the Revenue Act of 1934, the National Industrial Recovery Act, the Revenue Act of 1932, as amended by the National Industrial Recovery Act, and the prior revenue acts, shall be open to inspection by the Special Committee to Investigate Production, Transportation and Marketing of Wool, United States Senate, or any duly authorized subcommittee thereof, which committee or subcommittee is authorized by Senate Resolution 160, Seventy-fourth Congress, first session, passed July 10, 1935, and Senate Resolution 315, Seventy-fourth Congress, second session, passed June 6, 1936, to make an investigation of the production, transportation, and marketing of wool; such inspection to be in accordance and upon compliance with the rules and regulations prescribed by the Secretary of the Treasury in the Treasury Decision relating to the inspection of returns by that committee, or any duly authorized subcommittee thereof, approved by me this date.

FRANKLIN D ROOSEVELT

THE WHITE HOUSE,  
Nov. 2, 1936.

[No. 7483]

[T. D. 4705]

**REGULATIONS GOVERNING THE INSPECTION OF INCOME, PROFITS AND CAPITAL STOCK TAX RETURNS BY THE SPECIAL COMMITTEE TO INVESTIGATE PRODUCTION, TRANSPORTATION AND MARKETING OF WOOL, UNITED STATES SENATE**

*To Collectors of Internal Revenue and Others Concerned:*

Pursuant to the provisions of section 257 (a) of the Revenue Act of 1926; section 55 of the Revenue Act of 1928; section 55 of the Revenue Act of 1932, as amended by section 218 (h) of the National Industrial Recovery Act; section 215 (e) of the National Industrial Recovery Act; section

55 (a) and section 701 (e) of the Revenue Act of 1934; section 105 (e) of the Revenue Act of 1935; and section 55 (a) of the Revenue Act of 1936, income, profits, and capital stock tax returns made under the Revenue Act of 1936, the Revenue Act of 1935, the Revenue Act of 1934, the Revenue Act of 1932, as amended by the National Industrial Recovery Act, the National Industrial Recovery Act, and under the prior revenue acts, may be inspected by the Special Committee to Investigate Production, Transportation and Marketing of Wool, United States Senate, or any duly authorized subcommittee thereof, for the purpose of, and to the extent necessary in the investigation which such committee or subcommittee is authorized to make by Senate Resolution 160, Seventy-fourth Congress, first session, passed July 10, 1935, and Senate Resolution 315, Seventy-fourth Congress, second session, passed June 6, 1936. The inspection of returns herein authorized may be by such committee or subcommittee or by or through such examiners or agents as such committee or subcommittee may designate or appoint. Upon written notice by the chairman of such committee or subcommittee to the Secretary of the Treasury, giving the names and addresses of the taxpayers whose returns it is necessary to inspect and the taxable periods covered by the returns, the Secretary and any officer or employee of the Treasury Department shall furnish such committee or subcommittee with any data relating to or contained in any such return, or shall make such return available for inspection by such committee or subcommittee or by such examiners or agents as such committee or subcommittee may designate or appoint, in the office of the Commissioner of Internal Revenue.

[SEAL]

WAYNE C. TAYLOR,  
*Acting Secretary of the Treasury.*

Approved: November 2, 1936.

FRANKLIN D ROOSEVELT  
*The White House.*

[F. R. Doc. 3294—Filed, November 7, 1936; 10:13 a. m.]

**EXECUTIVE ORDER**

**ADDITION TO CEDAR KEYS BIRD REFUGE  
Florida**

By virtue of and pursuant to the authority vested in me as President of the United States and by the act of June 25, 1910, ch. 421, 36 Stat. 847, and in order to effectuate further the purposes of the Migratory Bird Conservation Act (45 Stat. 1222), it is ordered that the following-described area containing 154.46 acres, more or less, located in the Gulf of Mexico and known as Sea Horse Key, together with all buildings thereon, be, and it is hereby, reserved and, subjected to valid existing rights, set apart for the use of the Department of Agriculture as a headquarters for the administration





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of the Cedar Keys Bird Refuge established by Executive Order No. 5158 dated July 16, 1929:

### TALLAHASSEE MERIDIAN

T. 16 S., R. 12 E., the island known as Sea Horse Key lying in secs. 11 and 12, about 2.75 miles southwesterly of the town of Cedar Keys, Florida, and further described as follows: Beginning at a corner post on the north side of Sea Horse Key on line between secs. 11 and 12;

Thence N. 69°00' E., 3.26 chs.;  
S. 79°30' E., 3.50 chs.;  
S. 10°00' E., 8.50 chs.;  
S. 77°15' E., 27.50 chs.;  
N. 46°00' E., 12.50 chs.;  
S. 42°45' E., 7.00 chs.;  
S. 13°15' E., 2.83 chs.;  
S. 11°15' W., 13.50 chs.;  
S. 45°30' W., 12.50 chs.;  
S. 60°00' W., 7.00 chs.;  
N. 84°15' W., 6.50 chs.;  
N. 78°15' W., 18.50 chs.;  
N. 58°45' W., 8.50 chs. to corner post on south side of Sea Horse Key on line between secs. 11 and 12;  
Thence N. 59°00' W., 12.50 chs.;  
N. 50°15' W., 8.00 chs.;  
N. 55°45' W., 7.50 chs.;  
N. 49°45' W., 6.50 chs.;  
N. 5°00' E., 2.00 chs.;  
N. 55°00' E., 4.50 chs.;  
S. 44°00' E., 1.00 ch.;  
S. 21°15' E., 9.00 chs.;  
S. 81°15' E., 12.50 chs.;  
N. 24°45' E., 16.00 chs.;  
N. 38°30' E., 1.80 chs. to point of beginning.

The Executive Order of September 2, 1851, reserving the above-described lands for lighthouse purposes is hereby revoked.

This reservation shall be a part of the Cedar Keys Bird Refuge.

FRANKLIN D. ROOSEVELT

THE WHITE HOUSE,

November 6, 1936.

[No. 7484]

[F. R. Doc. 3292—Filed, November 6, 1936; 3:56 p. m.]

### EXECUTIVE ORDER

REVOCATION OF EXECUTIVE ORDER NO. 2124 OF JANUARY 20, 1915, ESTABLISHING EDIZ HOOK RESERVATION

Washington

By virtue of and pursuant to the authority vested in me as President of the United States and by the act of June 25, 1910, ch. 421, 36 Stat. 847, it is ordered that Executive Order No. 2124 of January 20, 1915, establishing for the protection of native birds the Ediz Hook Reservation, Washington, containing approximately 83 acres, on an arm of land in the Straits of Juan de Fuca extending from and adjoining Port Angeles Townsite in T. 31 N., R. 6 W., Willamette Meridian, be, and it is hereby, revoked.

FRANKLIN D. ROOSEVELT

THE WHITE HOUSE,

November 6, 1936.

[No. 7485]

[F. R. Doc. 3296—Filed, November 7, 1936; 11:17 a. m.]

### EXECUTIVE ORDER

PARTIAL REVOCATION OF EXECUTIVE ORDER NO. 4539 OF NOVEMBER 6, 1926, WITHDRAWING PUBLIC LANDS

Utah

By virtue of and pursuant to the authority vested in me by the act of June 25, 1910, ch. 421, 36 Stat. 847, as amended by the act of August 24, 1912, ch. 369, 37 Stat. 497, Executive Order No. 4539 of November 6, 1926, withdrawing, together with other lands, public lands in the surveyed portion of T. 5 S., R. 3 W. of the Salt Lake meridian, Utah, pending



a resurvey of said surveyed portion of the township, is hereby revoked as to said township.

This order shall become effective upon the date of the official filing of the plat of resurvey of said township.

FRANKLIN D. ROOSEVELT

THE WHITE HOUSE,  
November 6, 1936.

[No. 7486]

[F. R. Doc. 3297—Filed, November 7, 1936; 11:17 a. m.]

#### EXECUTIVE ORDER

#### AMENDMENT OF PARAGRAPH 6, SUBDIVISION VII, SCHEDULE A, CIVIL SERVICE RULES

By virtue of and pursuant to the authority vested in me by paragraph Eighth, subdivision SECOND, section 2 of the Civil Service Act (22 Stat. 403, 404), it is ordered that paragraph 6, Subdivision VII, Schedule A of the Civil Service Rules be, and it is hereby, amended to read as follows:

"6. Temporary clerks, carriers, and laborers required for part-time or intermittent work in the Postal Service in connection with the holiday or seasonal business from November 15, 1936, to January 15, 1937."

FRANKLIN D. ROOSEVELT

THE WHITE HOUSE,  
November 6, 1936.

[No. 7487]

[F. R. Doc. 3295—Filed, November 7, 1936; 11:17 a. m.]

#### TREASURY DEPARTMENT.

##### Bureau of Customs.

[T. D. 48611]

#### REGULATIONS GOVERNING THE PUBLICATION OF NORTH ATLANTIC PASSENGER ROUTES

NOVEMBER 3, 1936.

*To Owners, Operating Agents, and Masters of Passenger Vessels of the United States, Collectors of Customs, Officers of the Coast Guard, and Others Concerned:*

Sections 3 and 4 of the Act entitled "An Act to promote safety at sea in the neighborhood of ice and derelicts, and for other purposes", approved June 25, 1936,<sup>1</sup> provide as follows:

Sec. 3. (a) The owner, or operating agent, of any passenger vessel of the United States crossing the North Atlantic Ocean shall give public notice, in such manner as may be prescribed by the Secretary of the Treasury, of the regular routes which he proposes such vessel will follow and of any changes made in a route, and shall require the vessel to follow the published route as far as circumstances will permit. Any passenger vessel of the United States crossing the North Atlantic Ocean shall follow, as far as circumstances will permit, the recognized ship routes; it shall avoid, as far as practicable, the fishing banks of Newfoundland, north of latitude forty-three degrees north during the fishing season; and shall, as far as circumstances will permit, pass outside of the regions reported or known to be endangered by ice.

(b) If the owner, or operating agent, of any such passenger vessel fails to comply with this section, he shall for each offense be liable to a fine not exceeding \$100.

Sec. 4. (a) The master of every vessel of the United States, when ice is reported on or near his course, shall proceed at a moderate speed or alter his course so as to go well clear of the danger zone.

(b) If the master of any such ship fails to comply with this section, he shall for each offense be liable to a fine not exceeding \$500.

Pursuant to the foregoing section 3, and the authority conferred by section 161 of the Revised Statutes (U. S. C., 1934 ed., title 5, sec. 22), the following regulations are hereby prescribed:

1. (a) The owner or operating agent of any passenger vessel of the United States crossing the North Atlantic Ocean shall file with the collector of customs of the United

States home port of such vessel, as defined in article 32, Customs Regulations of 1931, and, if the first United States port from which such vessel sails is different from the home port, with the collector of customs at that port, notice of the ship routes which he proposes such vessel will follow on its east-bound and west-bound crossings. Such notice or notices shall be filed prior to the first sailing of the vessel from a port of the United States after the effective date of these regulations. Upon any subsequent North Atlantic voyage of such vessel beginning at the same port in the United States, no further notice shall be required if it is proposed that the vessel will follow the same routes, but whenever it is proposed that such vessel, when crossing the North Atlantic Ocean, will sail from a port in the United States other than that specified in the last previous notice, or will follow a route or routes different from the route or routes specified in such last notice, notice of the proposed route or routes shall be filed, as aforesaid, before the vessel sails.

(b) The proposed route of any passenger vessel of the United States crossing the North Atlantic Ocean shall, whenever practicable, be designated in any notice required hereby in the terms used to designate the North Atlantic Lane Routes, as established by the proper authorities.

(c) All notices of proposed ship routes filed with collectors of customs shall be considered public documents and copies thereof shall, while effective, be continuously posted by the respective collectors of customs in a place in the customhouse to which the public has free access.

(d) The owner or operating agent of any passenger vessel of the United States crossing the North Atlantic Ocean shall cause a copy of the proposed ship routes of the vessel to be continuously posted, while effective, in a public place in the passenger space of the vessel.

2. If the master of any passenger vessel of the United States crossing the North Atlantic Ocean finds it necessary for any reason during the course of a voyage to deviate more than 20 nautical miles from the proposed ship route of such vessel, he shall be required by the owner or operating agent of such vessel, as soon as he arrives in the United States, to report such deviation to the collector of customs of the home port of such vessel and, if the first United States port from which such vessel sailed is different from the home port, to the collector of customs at that port, together with a written statement explaining the necessity for such deviation.

3. For the purpose of these regulations, a vessel shall be deemed to be a passenger vessel if it carries more than twelve passengers.

4. Each violation of any provision of these regulations by the owner, operating agent or master of a passenger vessel shall be penalized by a fine of not exceeding \$100, for which the owner, or operating agent, of the passenger vessel involved in such violation shall be liable.

5. (a) Information with respect to a violation or possible violation of these regulations coming into the possession of any officer or employee of the Treasury Department shall be communicated promptly to the commander of the coast guard division within which the home port of the vessel is located.

(b) The commander receiving such information, from this or from any other source, shall make an investigation to determine the actual facts involved and, if he is of the opinion that a violation occurred, shall submit a full written report, citing the paragraph of these regulations believed to have been violated, to the collector of customs of the home port of the vessel. Such report shall be made in quadruplicate; the original and one copy to be forwarded to the collector of customs, one copy to be transmitted to the Commandant, United States Coast Guard, Washington, D. C., and the remaining copy to be retained.

(c) If the commander is in doubt as to whether, in view of the facts involved, a violation of these regulations has occurred, he shall obtain a decision from the Commandant, United States Coast Guard, Washington, D. C., before submission of the report herein required to the collector of customs.

<sup>1</sup> 49 Stat. 1922.



6. The collector of customs receiving such report of violation shall send a written notice of the imposition of the \$100 fine to the owner, or operating agent, of the passenger vessel involved in such violation, with a demand for the payment thereof. If the fine is not paid promptly, a copy of the report received from the commandant, together with the originals of all correspondence received from the owner or operating agent of the vessel and certified copies of all communications sent by the collector of customs to such owner or operating agent, shall be transmitted to the United States Attorney.

7. Fines collected by collectors of customs under these regulations shall be deposited in the Treasury to the credit of "Miscellaneous Receipts (Fines and Penalties, Coast Guard)."

8. These regulations shall be effective on and after the fifteenth day following their publication in the weekly Treasury Decisions.

[SEAL]

WAYNE C. TAYLOR,  
*Acting Secretary of the Treasury.*

[F. R. Doc. 3290—Filed, November 6, 1936; 3:07 p. m.]

[T. D. 48612]

## CUSTOMS REGULATIONS AMENDED—SEA STORES

ARTICLES 118, 121 (H), 1325 (B), AND 1326, CUSTOMS REGULATIONS OF 1931, AMENDED

*To Collectors of Customs and Others Concerned:*

Pursuant to the authority contained in section 624 of the Tariff Act of 1930 (U. S. C., title 19, sec. 1624) and section 161 of the Revised Statutes of the United States (U. S. C., title 5, sec. 22), the Customs Regulations of 1931 are amended as follows:

Article 118, paragraph (a), is amended by inserting after the word "officers" in line three the words "directed to perform such duty (arts. 1325 and 1326)."

Paragraphs (b) and (d) are deleted, and paragraphs (c), (e), (f), and (g) are redesignated (b), (c), (d), and (e), respectively.

Article 121, paragraph h, is amended by inserting after the word "and" in line 5 a comma and the words "when charged with such duty, shall."

Article 1325, paragraph (b), as amended by T. D. 46093, is further amended by inserting in line 8, after the semicolon following the word "same", the words "seal sea stores" followed by a semicolon.

Article 1326 is amended by adding as the penultimate sentence the following:

The duty of sealing sea stores may be assigned to customs officers other than boarding officers.

[SEAL]

FRANK DOW,  
*Acting Commissioner of Customs.*

Approved, October 28, 1936.

WAYNE C. TAYLOR,  
*Acting Secretary of the Treasury.*

[F. R. Doc. 3315—Filed, November 9, 1936; 12:40 p. m.]

## DEPARTMENT OF THE INTERIOR.

## Division of Grazing.

## WYOMING GRAZING DISTRICT No. 1

## MODIFICATION

OCTOBER 30, 1936.

Under and pursuant to the provisions of the act of June 28, 1934 (48 Stat. 1269), and subject to the limitations and conditions therein contained, Wyoming Grazing District No. 1 as established by departmental order of March 23, 1935, is hereby revoked so far as it affects the following described

lands, such revocation to be effective upon the withdrawal of the lands for the use of the War Department as a target range:

## SIXTH PRINCIPAL MERIDIAN

T. 55 N., R. 95 W.,  
sec. 4, W $\frac{1}{2}$ , SE $\frac{1}{4}$ ;  
sec. 5, E $\frac{1}{2}$ , NW $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ ;  
sec. 6, NE $\frac{1}{4}$ NE $\frac{1}{4}$ ;  
sec. 9, all;  
sec. 10, all;  
sec. 8, N $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ ;  
sec. 15, N $\frac{1}{2}$ .  
T. 56 N., R. 95 W.,  
sec. 30, S $\frac{1}{2}$ SE $\frac{1}{4}$ ;  
sec. 31, E $\frac{1}{2}$ ;  
sec. 32, S $\frac{1}{2}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ .

W. C. MENDENHALL,  
*Acting Secretary of the Interior.*

[F. R. Doc. 3293—Filed, November 7, 1936; 9:54 a. m.]

## DEPARTMENT OF AGRICULTURE.

## Bureau of Biological Survey.

## ORDER

PERMITTING AND REGULATING HUNTING OF CERTAIN MIGRATORY GAME BIRDS WITHIN THE LAKE MATTAMUSKEET WILDLIFE REFUGE, NORTH CAROLINA

By virtue of authority conferred upon the Secretary of Agriculture by section 84 of the Act of March 4, 1909 (35 Stat. 1083), as amended by the Act of April 15, 1924 (43 Stat. 98), and by section 10 of the Act of February 18, 1929 (45 Stat. 1222), and in extension of regulation 8 of the general regulations of the Secretary of Agriculture of May 7, 1930, governing the administration of Federal wildlife refuges, made and prescribed pursuant to said authority, it is ordered, That migratory waterfowl (except those species for which no open season is prescribed by the Migratory Bird Treaty Act Regulations) and coots, may be taken within the areas of Lake Mattamuskeet Wildlife Refuge, North Carolina, hereinafter described, and hereby designated "shooting areas", when, in manner, by means, and to the extent not prohibited either by Federal or State law or regulation, and under the following special provisions, conditions, restrictions, and requirements:

1. *Shooting Areas.*—(a) That area within the boundary beginning at a point in Mattamuskeet Lake on No. 2 West Canal five-eighths of a mile north of West main canal; thence N. 86°30' E. crossing No. 1 West Canal, Central Canal and No. 1 East Canal to a point on No. 2 East Canal approximately one-half mile north of East Main Canal; thence S. 3°30' E. with No. 2 East Canal to East Main Canal and crossing the same to a point on the south boundary of the New Holland Corporation tract (3) approximately 15 chains northeast of Corner 102; thence in a southwesterly direction with the south boundary of the New Holland Corporation tract (3) to a point approximately 38 chains west of Corner 109; thence N. 4°00' W. to a point in East Main Canal approximately 25 chains southwesterly from No. 1 East Canal; thence S. 86°00' W. crossing Central Canal to a point in West Main Canal approximately 18 chains southeasterly from No. 1 West Canal; thence S. 4°00' E. to the south boundary of the New Holland Corporation tract (3) at a point approximately  $\frac{3}{4}$  of a mile west of Corner 110; thence in a westerly direction with the south boundary of the New Holland Corporation tract (3) to a point approximately 32 chains northwesterly from Corner 112; thence N. 4°30' W. to and ending at the place of beginning, to be known as the New Holland shooting area.

(b) That area within the boundary beginning at a point on the north boundary of the New Holland Corporation tract (3) approximately 2 chains northeast of Corner 49; thence S. 4°00' E. 2 miles to a point in Mattamuskeet Lake midway between No. 1 East Canal and No. 2 East Canal; thence S. 73°00' W. approximately 367 chains to a point in Mattamus-



keet Lake midway between No. 1 West Canal and No. 2 West Canal; thence N. 4°00' W. to a point in the north boundary of the New Holland Corporation tract (3) approximately 43 chains easterly from Corner 38; thence with the north boundary of the New Holland Corporation tract (3) in a northeasterly directions to and ending at the place of beginning, to be known as the Fairfield shooting area.

2. *Entry Upon Refuge—Firearms.*—No permit from the officer in charge of the Refuge shall be necessary for entry thereupon for the purpose of hunting in compliance with this Order, but the having or carrying of firearms on the Refuge without permit from the officer in charge, except on highways, thoroughfares, and shooting areas, or routes of travel to and from such areas designated by such officer, or when appropriate to the object for which any special permit may have been issued, will not be permitted. Persons entering or crossing the Refuge for the purpose of hunting, as permitted by this Order, shall use such established routes of travel and shall not otherwise enter upon the Refuge.

3. *Shooting From Blinds Only.*—There shall be no shooting within either shooting area otherwise than from a blind. No blind shall be located nearer than 500 yards from any other blind. The number of blinds, and the number of persons shooting from any blind, shall be determined and fixed by the officer in charge of the Refuge and located as directed by him, to the end that the shooting shall be restricted within limits compatible with the preservation of the species.

4. *Guides.*—Each person, or party of persons, shooting from a single blind shall be accompanied by a guide previously designated as such by the officer in charge of the Refuge and such designation shall be made without favor or discrimination. No person shall be designated as a guide unless he is a citizen of the United States, has had experience in hunting and in handling guns and pushboats, is familiar with the territory comprised within Lake Mattamuskeet, is able to identify and distinguish between the various species of migratory waterfowl that resort to said Lake, is familiar with the State and Federal laws governing the hunting of migratory game birds, is in possession of such guide license as may be required by the laws of North Carolina, and is equipped with the essential hunting paraphernalia for service as a guide. No guide shall charge for his services as such guide a fee or other compensation in excess of amounts approved as reasonable by the officer in charge of the Refuge. Guides shall not hunt any migratory waterfowl or coots on the Refuge or be in possession of a gun thereon while employed as a guide. The designation of any person as a guide shall be suspended or cancelled by the officer in charge upon failure of such person promptly to report to said officer any violation of Federal or State laws or regulations committed on said Refuge.

In testimony whereof I have hereunto set my hand and caused the official seal of the United States Department of Agriculture to be affixed at the City of Washington this 6th day of November 1936.

[SEAL]

H. A. WALLACE,  
Secretary of Agriculture.

[F. R. Doc. 3298—Filed, November 7, 1936; 11:34 a. m.]

#### FEDERAL POWER COMMISSION.

Commissioners: Frank R. McNinch, Chairman; Basil Manly, Vice Chairman; Herbert J. Drane, Claude L. Draper, Clyde L. Seavey.

ORDER FOR PUBLIC HEARING ON APPLICATION OF OKLAHOMA GAS AND ELECTRIC COMPANY, FOR APPROVAL OF ISSUANCE AND SALE OF CERTAIN SECURITIES

[IT-5459-S]

The Commission adopted the following order:

Upon application filed on November 6, 1936, under section 204 of the Federal Power Act, by Oklahoma Gas and Electric Company, an Oklahoma corporation with principal offices at Oklahoma City in said State, for an order author-

izing the issuance and sale of not to exceed \$35,000,000 aggregate principal amount first mortgage bonds 3¾ per cent series due 1966, and not to exceed \$9,500,000 aggregate principal amount 4 per cent debentures due 1946;

*It is ordered:*

That a public hearing on said application be held at 10:00 a. m. on Thursday, November 19, 1936, in the hearing room of the Commission, Carpenters Building, 10th and K streets NW., Washington, D. C.

Adopted by the Commission on November 6, 1936.

[SEAL]

LEON M. FUQUAY, Acting Secretary.

[F. R. Doc. 3289—Filed, November 6, 1936; 3:02 p. m.]

#### INTERSTATE COMMERCE COMMISSION.

##### ORDER

##### RECORDING AND REPORTING ACCIDENTS

At a session of the Interstate Commerce Commission, Division 4, held at its office in Washington, D. C., on the 30th day of October A. D. 1936.

The subject of rules for the recording and reporting of accidents being under consideration:

*It is ordered,* That the order of October 24, 1935, requiring the keeping of a special record of accidents to employees and a monthly report of such accidents, as amended by our order of June 8, 1936, be and it is hereby further amended by extending the period for the recording and reporting of such accidents to include the calendar year 1937, and thereafter until otherwise ordered.

*It is further ordered,* That beginning with the first day of January 1937 all carriers by steam railway within the scope of the Accident Reports Act, approved May 6, 1910, shall report, and hereby are required to include in their monthly reports of railway accidents an additional statement of the total number of employees on duty injured whose cases are not now reportable on the basis of disability beyond the day, or shift, during which the accident occurred but who suffer an amputation, fracture, impairment of vision, or any permanent injury, or any injury requiring the use of splints or crutches, such total to be subdivided among the following classes: train, train-service, and nontrain accidents.

By the Commission, division 4.

[SEAL]

GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 3301—Filed, November 9, 1936; 12:06 p. m.]

##### ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 29th day of October A. D. 1936.

[No. MC 39925]

APPLICATION OF W. F. HOFFMAN FOR AUTHORITY TO OPERATE AS A COMMON CARRIER

In the Matter of the Application of W. F. Hoffman, Individual, Doing Business as Hoffman Cartage Company, of 117 Broadway, West Burlington, Iowa, for a Certificate of Public Convenience and Necessity (Form BMC 1), Authorizing Operation as a Common Carrier by Motor Vehicle in the Transportation of Commodities Generally, in Interstate Commerce, in the States of Iowa, Illinois, Wisconsin, Indiana, Minnesota, Missouri, Kansas, and Nebraska, From and Between Burlington, Iowa, and New Lisbon, Sheboygan, Milwaukee, Wis., and Chicago, Ill., Over Regular Routes

Also operations from and between points in the States of Iowa, Illinois, Indiana, Kansas, Missouri, Minnesota, Nebraska, and Wisconsin, over irregular routes.

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate



Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

*It appearing*, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

*It is ordered*, That the above-entitled matter be, and it is hereby, referred to Examiner F. McM. Woodrow for hearing on the 1st day of December, A. D. 1936, at 10 o'clock a. m. (standard time), at the Coronado Hotel, St. Louis, Mo., and for recommendation of an appropriate order thereon accompanied by the reasons therefor;

*It is further ordered*, That notice of this proceeding be duly given;

*And it is further ordered*, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL] GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 3300—Filed, November 9, 1936; 12:05 p. m.]

[Fourth Section Application No. 16594]

#### IRON AND STEEL TO SOUTH ATLANTIC PORTS

NOVEMBER 7, 1936.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act,

Filed by: J. E. Tilford, Agent.

Commodities involved: Iron and steel articles, in carloads.

From: Producing or manufacturing points in Southern territory.

To: South Atlantic ports.

Grounds for relief: To meet competition of producers in foreign countries shipping into the ports by steamer.

Any interested party desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice; otherwise the Commission may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL] GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 3302—Filed, November 9, 1936; 12:06 p. m.]

[Fourth Section Application No. 16595]

#### GASOLINE AND KEROSENE TO CHARLOTTE, N. C.

NOVEMBER 7, 1936.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act,

Filed by: J. E. Tilford, Agent.

Commodities involved: Gasoline, including blended gasoline, and kerosene, in tank cars, carloads.

From: Savannah, Port Wentworth, and Brunswick, Ga., and Charleston, S. C.

To: Charlotte, N. C.

Grounds for relief: Truck competition.

Any interested party desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice; otherwise the Commission may proceed to investigate and

determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL]

GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 3303—Filed, November 9, 1936; 12:07 p. m.]

[Fourth Section Application No. 16596]

#### FISH OR SEA ANIMAL OIL FROM NORTH ATLANTIC PORTS

NOVEMBER 7, 1936.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act,

Filed by: W. S. Curielt, Agent.

Commodities involved: Fish or sea animal oil, in carloads.

From: North Atlantic ports and points grouped therewith.

To: Cincinnati, O.

Grounds for relief: Carrier competition. Market competition.

Operation through higher-rated territory. To meet competition on similar traffic moving through port of New Orleans, La.

Any interested party desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice; otherwise the Commission may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL]

GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 3304—Filed, November 9, 1936; 12:07 p. m.]

[Fourth Section Application No. 16597]

#### RATES FROM, TO AND VIA MERIDIAN AND BIGBEE RIVER RAILWAY

NOVEMBER 7, 1936.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act,

Filed by: Meridian and Bigbee River Railway Company.

Commodities involved: Class and commodity rates.

From, to, and via the Meridian and Bigbee River Railway.

Grounds for relief: Carrier competition. Short or weak line carrier.

Any interested party desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice; otherwise the Commission may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL]

GEORGE B. MCGINTY, Secretary.

[F. R. Doc. 3305—Filed, November 9, 1936; 12:07 p. m.]

[Fourth Section Application No. 16598]

#### BITUMINOUS COAL TO CHASKA, MINN.

NOVEMBER 9, 1936.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act,

Filed by: The Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

Commodity involved: Bituminous fine coal, in carloads.

From: Points in Minnesota and Wisconsin.

To: Chaska, Minn.

Grounds for relief: Potential pipe line competition.

Any interested party desiring the Commission to hold a hearing upon such application shall request the Commission



in writing so to do within 15 days from the date of this notice; otherwise the Commission may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL]

GEORGE B. MCGINTY, *Secretary*.

[F. R. Doc. 3299—Filed, November 9, 1936; 12:05 p. m.]

## SECURITIES AND EXCHANGE COMMISSION.

### *United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 9th day of November A. D. 1936.

[File No. 31-361]

### IN THE MATTER OF THE APPLICATION OF INTERNATIONAL PULP COMPANY, AND OSWEGATCHIE LIGHT & POWER COMPANY

#### NOTICE OF HEARING AND ORDER DESIGNATING TRIAL EXAMINER

An application having been duly filed with this Commission, by International Pulp Company and Oswegatchie Light & Power Company, pursuant to Section 3 (a) of the Public Utility Holding Company Act of 1935, for exemption as holding companies from the provisions of said Act.

It is ordered, that such matter be set down for hearing on November 30, 1936, at 10:00 o'clock in the fore noon of that day, at Room 1101, Securities and Exchange Building, 1778 Pennsylvania Avenue NW., Washington, D. C.; and

Notice of such hearing is hereby given to said party and to any interested State, State commission, State securities commission, municipality, and any other political subdivision of a State, and to any representative of interested consumers or security holders, and any other person whose participation in such proceeding may be in the public interest or for the protection of investors or consumers. It is requested that any person desiring to be heard or to be admitted as a party to such proceeding shall file a notice to that effect with the Commission on or before November 25, 1936.

It is further ordered, that Robert P. Reeder, an officer of the Commission, be and he hereby is designated to preside at such hearing, and authorized to adjourn said hearing from time to time, to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law.

Upon the completion of the taking of testimony in this matter, the officer conducting said hearing is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, *Secretary*.

[F. R. Doc. 3316—Filed, November 9, 1936; 12:51 p. m.]

### *United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 9th day of November A. D. 1936.

[File No. 31-354]

### IN THE MATTER OF THE APPLICATION OF THE MILLVILLE MANUFACTURING COMPANY

#### NOTICE OF HEARING AND ORDER DESIGNATING TRIAL EXAMINER

An application having been duly filed with this Commission by The Millville Manufacturing Company, pursuant to Section 3 (a) of the Public Utility Holding Company Act of 1935, for exemption as a holding company from the provisions of said Act,

It is ordered, that such matter be set down for hearing on November 30, 1936, at 10:00 o'clock in the forenoon of that day, at Room 1101, Securities and Exchange Building, 1778 Pennsylvania Avenue NW., Washington, D. C.; and

Notice of such hearing is hereby given to said party and to any interested State, State commission, State securities commission, municipality, and any other political subdivision of a State, and to any representative of interested consumers or security holders, and any other person whose participation in such proceeding may be in the public interest or for the protection of investors or consumers. It is requested that any person desiring to be heard or to be admitted as a party to such proceeding shall file a notice to that effect with the Commission on or before November 25, 1936.

It is further ordered, that Robert P. Reeder, an officer of the Commission, be, and he hereby is, designated to preside at such hearing, and authorized to adjourn said hearing from time to time, to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law.

Upon the completion of the taking of testimony in this matter, the officer conducting said hearing is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, *Secretary*.

[F. R. Doc. 3317—Filed, November 9, 1936; 12:51 p. m.]

## UNITED STATES MARITIME COMMISSION.

[General Order No. 3]

### REGULATIONS FOR FILING APPLICATIONS UNDER SECTION 402 (A), MERCHANT MARINE ACT, 1936

The United States Maritime Commission, acting pursuant to the authority conferred upon it by the Merchant Marine Act of 1936, particularly section 402 (a) thereof, and finding that Regulations for filing applications and statements and schedules in support thereof are necessary and appropriate to carry out the provisions of said Act, hereby adopts the Regulations for filing applications under section 402 (a) of the Act and statements and schedules in support thereof which have been promulgated this day.

By order of the United States Maritime Commission.

[SEAL]

TELFAR KNIGHT, *Secretary*.

NOVEMBER 6, 1936.

### MC Reg. No. 2.

#### REGULATIONS

By virtue of the authority vested in the United States Maritime Commission by the act entitled, "An Act to further the development and maintenance of an adequate and well-balanced American merchant marine, to promote the commerce of the United States, to aid in the national defense, to repeal certain former legislation, and for other purposes" (Act of June 29, 1936, Public No. 835, 74th Cong.), and in order to establish uniform procedure under Section 402 of said Act, the following Regulations are hereby prescribed:

ARTICLE I. *Application*.—Any letter or telegram from the holder of any mail contract which was received by the Commission before midnight on the 27th day of September 1936, and which makes application to adjust the rights of the parties under any mail contract that is to be terminated as provided in Section 401 of the Merchant Marine Act, 1936, shall be received and filed as an application under Section 402 (a) of said act.

ARTICLE II. *Supporting Affidavit*.—Every applicant under Section 402 (a) as above described shall, on or before the

<sup>1</sup> 49 Stat. 1985.



10th day of December 1936, file with the Commission, in support of its application a separate affidavit as to each route, verified by a responsible official, containing the information required in Articles III, IV, V, and VI of these regulations.

**ARTICLE III. (a) Financial Statements.**—Every such applicant shall file with the Commission the financial statements described in this article.

(b) *Profit and Loss Statement.*—There shall be included statements of profit and loss for each annual accounting period completed since the beginning of operations under applicant's ocean mail contract and for the intervening period, if any, to June 30, 1936. Each such statement shall be accompanied by a list of all contracts in effect with any holding, parent, subsidiary, or otherwise affiliated or associated company, and an analysis of income derived and expense resulting from transactions with any such company.

(c) *Balance Sheet.*—There shall be included a balance sheet as of June 30, 1936.

(d) *Forms.*—The balance sheet shall, and the profit and loss statements may, conform in content and style with the appropriate forms specified in the Annual Report and General Financial Statement for the Calendar Year 1935 prepared for the United States Department of Commerce and published by the United States Shipping Board Bureau (Cf.: Balance Sheet, Exhibit A, pp. 12-13; Income Sheet, Exhibit B, p. 37).

**ARTICLE IV. (a) Claims of Contractors.**—Every such applicant shall file with the Commission a statement of all claims of such applicant against the United States arising out of its foreign ocean mail contract or out of the termination thereof under the provision of Section 401 of the Merchant Marine Act of 1936.

(b) *Amounts Withheld.*—Any amount of money which any applicant claims to have been justly due it under its ocean mail contract, and which has been withheld for any reason, shall be described in terms of amount, vessel, and voyage, and the circumstances under which it was withheld sufficient to enable the Commission to understand the nature of the controversy.

(c) *Commitments Made.*—Any and all commitments made by the applicant in reliance upon ocean mail contract payments as means of meeting and discharging such commitments shall be described in sufficient detail to enable the Commission to understand the nature and purpose of each.

(d) *Other Claims.*—Any and all other differences and claims, not included in paragraphs (b) and (c) above, which the applicant deems to have arisen out of its foreign ocean mail contract, or the termination thereof, or which the appli-

cant deems to be within the meaning and intent of Sections 402 (a) and 402 (b) of the Merchant Marine Act of 1936, shall be stated by the applicant in such detail as to enable the Commission to understand the nature thereof.

**ARTICLE V. Vessels, Construction, and Reserves.**—Every such applicant shall file with the Commission a statement covering the following points with respect to its ocean mail contract:

(a) Age and general physical condition on June 30, 1936, of each vessel used under the mail contract.

(b) Summary of the applicant's obligations, if any, under mail contract or under any other agreement with a Government agency, for the construction of new vessels, and of the extent to which such obligations have been fulfilled.

(c) Summary of reserves set aside or other provision or plans for replacements and/or new construction.

(d) List and cost of vessels constructed by applicant and used under its mail contract, together with any available information as to what would have been the cost thereof if constructed in a foreign yard.

**ARTICLE VI. Preliminary Proposal.**—Every such applicant who contemplates the substitution, in whole or in part, for any foreign ocean mail contract held by it of a contract or contracts authorized in Titles V and VI of the Merchant Marine Act of 1936, shall file with the Commission a proposal for the substitution of such a contract or contracts. Such proposal will be received by the Commission as tentative and advisory, and the applicant will not be held to have submitted a continuing offer. Such proposal should include any suggestions which the applicant desires to make relative to rearrangement of services or necessary new construction in connection with its own or any related route.

**ARTICLE VII. Briefs.**—Any such applicant may file with the Commission such brief or argument in support of any or all of its claims as it may elect to prepare.

**ARTICLE VIII. Form and Filing of Statements.**—Affidavits and briefs may be typewritten or printed. Paper, binders, or covers larger than 8½ x 11 inches shall not be used, except that schedules folded so as not to exceed that size may be included. Not less than ten copies, including the original, of each affidavit and brief shall be filed, provided that only the originals need be signed or sworn to. Verification shall be made by the affiant as of the best of his knowledge, information, or belief.

By order of the United States Maritime Commission.

[SEAL]

TELFAR KNIGHT, Secretary.

Adopted November 6, 1936.

[F. R. Doc. 3291—Filed, November 6, 1936; 3:36 p. m.]